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PIONEER VALLEY RAILROAD

THE COMPETITIVE ALTERNATIVE

A Rail User's Guide For Traffic Managers

GOVERNMENT DOCUMENTS
COLLECTION
OCT 04 1984
University of Massachusetts
Depository Copy

Prepared by:

Pioneer Valley Planning Commission
26 Central Street, West Springfield, MA 01089

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Vincent R. Caroleo, Senior Deputy Commissioner
William J. Sugrue, Special Representative
Peter Lappin, Region I Representative
Frank McKay, Director of Administration

LIFE CYCLE OF A COMMUNITY
The Effect Of Deregulation On Communities

The freight transportation industry has been in flux during the past few years, created by deregulation policies pursued by the Federal Government starting in the late 1970s. The two principal freight modes available in the Pioneer Valley - truck and rail - have seen major changes as a result of deregulation and the impact of these changes is still being felt.

The Trucking Industry

The current truck environment is quite different now than it was just a few years ago. In 1980, the trucking industry was deregulated and many restrictions imposed upon trucking companies were eliminated. Essentially, deregulation relaxed entry requirements enabling almost anyone to enter the industry. The intent of deregulation was to increase competition and lower rates. This is indeed what happened, yet no one could have predicted just how great the impact was to be. Since the new rules enabled almost anyone able to obtain operating authority to enter the industry, almost everyone did precisely that. The number of trucks on the road expanded, and the growth of "gypsies", or independent truckers was tremendous. So much so that, in a very short time, there were perhaps too many truckers for the amount of goods to be shipped. The result was a rate "blood bath", with operators cutting their rates to levels so low, many of the truckers themselves were only breaking even. Some were satisfied if their income just covered the cost of their fuel. The trucking industry became ultra-competitive. Because trucking rates fell so much, industries often switched from rail to truck for greater amounts of their incoming and outgoing shipments. Ultra-competitiveness can become out of control, as was demonstrated by some instability in the trucking industry early in 1983 with the response to new Federal taxes on trucks. While a less costly mode is beneficial in the short term, overall service quality can suffer in the long run which can have negative impacts on a community.

The Railroad Industry

Railroads have also been subject to changes brought on by deregulation, but not in such a drastic roller coaster way. It is important to note that by nature,rail companies have a different kind of operation than trucking companies and a different means of assessing freight shipment costs as well. Revenues for a rail company are usually a reflection of the number of miles a rail car is moved by the railroad, or the number of times a rail car is handled,or both. The cost of moving a car can be divided three ways: 50% on line-haul regardless of length, 25% originating the shipment, and 25% terminating the shipment. Assuming the same rail carrier is handling the car throughout its trip, it doesn't matter if the distance traveled is one-half mile or 20 miles. This results in rail freight often being cost intensive when handling a car to or from the main line. For years, the nation's large carriers operated most of the nation's short and branch lines in addition to their main lines. However, these large carriers became inefficient with their small, light density operations. This situation of being inefficient with distant smaller operations is true for nearly all industries, not just rail.

The previous regulatory environment also contributed to the inefficient operation of short lines. Regulations prohibited large carriers from getting out of a losing market. As such, the operators had no desire or incentive to improve or even maintain services. Tracks and facilities were left to deteriorate, the frequency of service has reduced, and surcharges were added to shipper's fees. As these conditions continued, business on the short lines increasingly and understandably turned away from rail, causing the companies to disinvest in these lines even further. At the same time, Federal regulations inhibited small carriers from entering the industry.

The current regulatory enviornment has brought about significant changes which are resulting in dramatic improvements. The deregulation which began in 1980 and 1981 has had a number of impacts: First, it enabled companies to merge so they could obtain a maximum number of line haul miles. Large companies became even more national in scope. Second, it permitted companies to divest themselves of their branch lines which had become too cost intensive for them. In the case of Pioneer Valley, carriers sought to divest themselves of a number of branch lines. Third, other companies better suited to operate shorter, light density lines were able to take over many of these branch lines. Finally, the rail carriers were granted the freedom of being allowed to write their own rates. The results are a more diversified industry, greater efficiencies, competitive rates and continued service to the community.

The freight rail industry is large enough and yet diversified enough to allow room for different types and sizes of companies, all providing service on lines more suitable to their specialized type of operation. Large rail companies are now concentrating their resources on the service they do best: shipping freight cross-country on the nation's main lines. Smaller companies can concentrate their resources on the service they can best provide: shipping freight on local and regional short and branch lines. The short lines can continue to serve their communities with competitive rates through lower operating costs. Their services, unlike those previously provided, have the ability to pay attention to detail and the conditions which exclusively affect the area they serve.

The Community Role

The freight transportation industry has undergone significant changes in recent years which must be taken in the context of the economic health of local communities. Freight transportation conditions can have far-reaching impacts on communities and, at the same time, decisions by communities and their businesses have far-reaching impacts on the transportation industry. It is a relationship that affects everyone, and one that must be preserved to ensure a stable and growing economy.

Traditionally, a town cannot rely upon its industrial base to remain static. There is continued change as industries expand or close, move away or enter the area. The decision of an industry to renew itself at its existing location, or to relocate, comes up about every 25 years. The

number of factors in this decision are many, but they can be summed up in five areas: tax situation, labor environment, availability of resources, utilities, and transportation. Concentrating on the last area, from 20 to 30 percent of manufacturers feel that rail availability is a location requisite. And in most cases, these manufacturers are the town's largest employers.

For these reasons, community and business support for rail is essential for rail service to continue. The long-term picture must be considered. The short-term picture rarely results in efficient decisions or long-term economic health. For instance, not looking at the long-term picture could lead one to almost wholly support trucks due to their recent lower rates. Short-term thinking of this nature can lead to predictable and inevitably undesirable impacts: without a sufficient amount of business from local industry, a railroad will lose its financial justification for operating. After a number of years with insufficient business and revenues, the railroad will have no desire to continue in a revenue-losing proposition and abandonment will ensue. Without competition, the trucking industry will have a monopoly on freight transportation in the area. As user taxes and fuel costs increase freight costs, rates will be driven up. At some point, the long-term decision by industry to stay and invest or close down and relocate comes up. Without a competitive transportation environment, the decision could be made to relocate; an expensive choice which the industries themselves would have precipatated by not using rail when a competitive alternative was still available.

No community can effectively grow without a competitive freight environment. Truck and rail have their roles in this environment, but when one mode is lost, the community loses. The following figures date from over ten years ago, but they still show how serious the situation can be. For every 100 factory jobs lost to the community, a total of 250 jobs in the community will eventually be lost. Also lost will be $395,000 in retail sales, $481,000 in bank deposits and $200,000 in the state tax base. A competitive freight transportation environment, supported by the community, can help prevent this scenario.

Area Development Magazine Editorial, August 1981

"The importance of local lines cannot be underestimated. They are the life lines to thousands of communities and thousands of business enterprises. Without them, the communities and enterprises are finished.

"Rail is still the cheapest mass land-transportation system.

"... It takes a united effort, a community cannot do it by itself nor can a mere handful of rail shippers.

"For mass...freight transportation, there is no substitute for railroads."

The New York Times Editorial, January 20, 1983

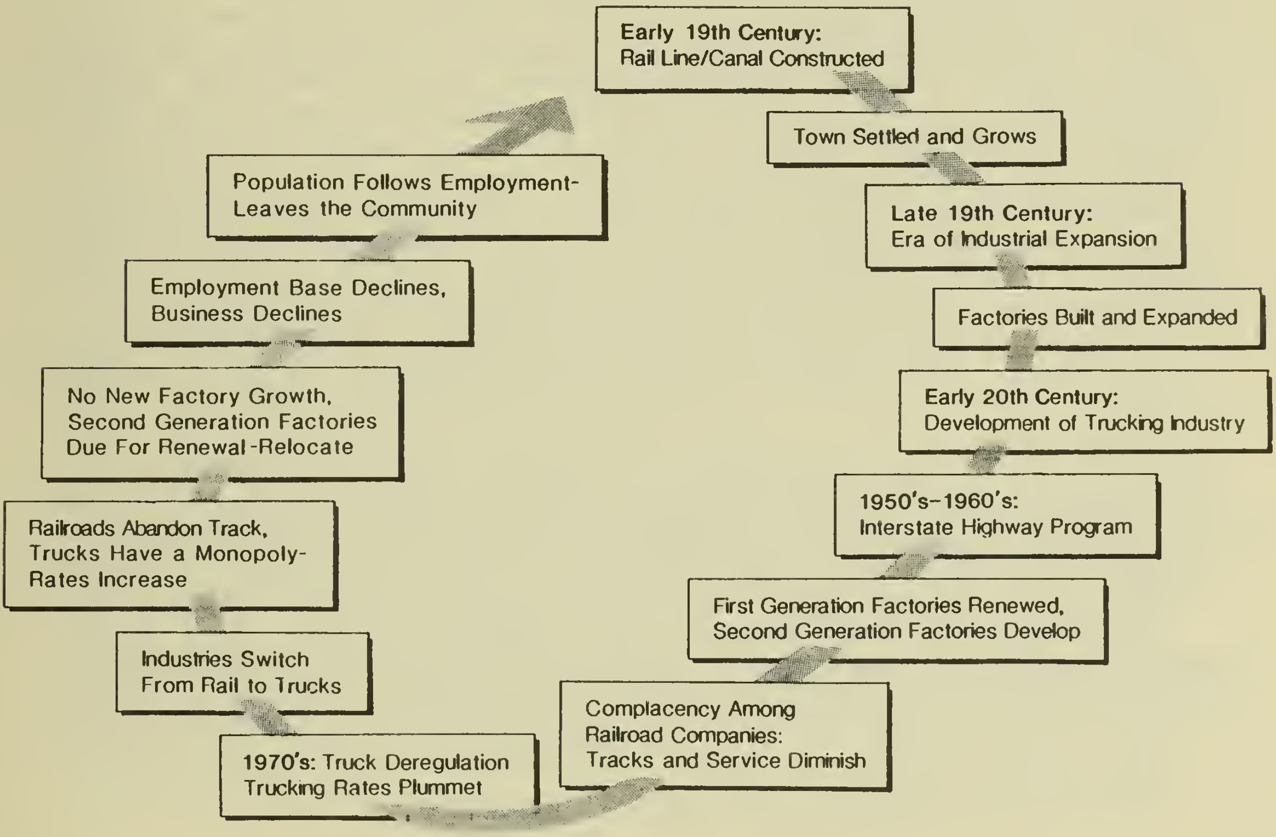
"Big trucks have always paid higher Federal taxes ... than light trucks and cars. And well they should. The wear and tear they cause is disproportionate to their weight.

"... It is estimated that they pay 28% of the total highway taxes while doing at least 33% of the damage.

"Higher taxes, the truckers say, will mean higher freight rates, diverting their business to rail and plane.

"They might be right. But, that would serve the cause of efficiency. There is no justification for subsidizing truckers more than other forms of transport or favoring truck drivers over recession-bound workers. The law now written gives the industry a few years to adjust to change. If truck taxes must move, the right direction is up, not down."

Without Rail Support: A Community Life Cycle


Early 19th Century: Rail Line/Canal Constructed
Town Settled and Grows
Late 19th Century: Era of Industrial Expansion
Factories Built and Expanded
Early 20th Century: Development of Trucking Industry
1950's–1960's: Interstate Highway Program
First Generation Factories Renewed, Second Generation Factories Develop
Complacency Among Railroad Companies: Tracks and Service Diminish
1970's: Truck Deregulation Trucking Rates Plummet
Industries Switch From Rail to Trucks
Railroads Abandon Track, Trucks Have a Monopoly-Rates Increase
No New Factory Growth, Second Generation Factories Due For Renewal-Relocate
Employment Base Declines, Business Declines
Population Follows Employment-Leaves the Community

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THE PIONEER VALLEY RAILROAD
Its History And Success

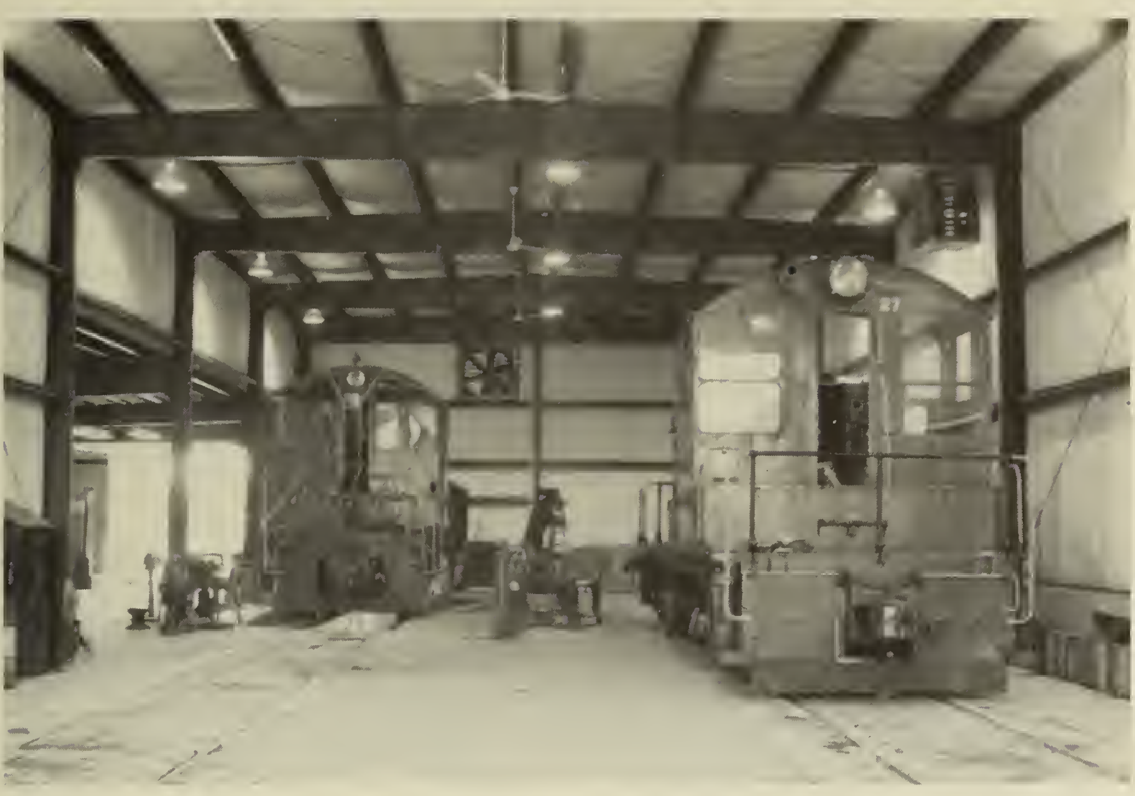
The rail lines connecting Westfield with Southampton and Easthampton, and Westfield with Holyoke (through a portion of West Springfield) have been known as the Holyoke and Florence Secondaries. Today, the lines together comprise approximately 25 miles of trackage and were previously operated by Conrail (and prior to that, by Penn Central). Many factors, especially truck deregulation, led to light freight activity on the line and by the 1980s Conrail wanted out of the market. Until policy changes and deregulation, Conrail was unable to do so.

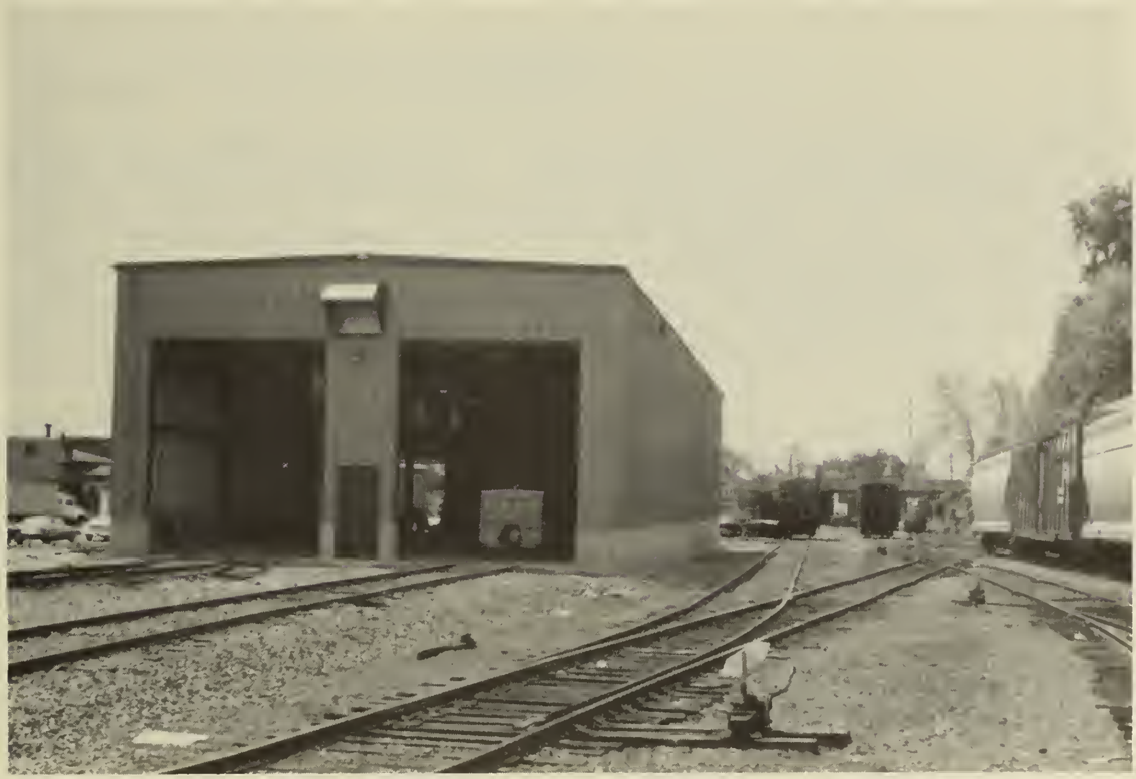
Federal deregulation of railroads, along with the Federal impetus to reduce the size of Conrail, resulted in the abandonment of branch lines throughout the northeast United States and many went out to bid. The Westfield-Easthampton and Westfield-Holyoke lines were among them. Originally, the two lines were to be considered separated when bid upon, but with the assistance of U.S. Representative Silvio Conte, the two lines were considered together in the bid package. The Pinsly Railroad Company of Boston was the successful bidder and after creating the Pioneer Valley Railroad with headquarters in Westfield, operations started on July 19, 1982.

The History Of The Rail Lines

Rail in the Westfield-Holyoke-Easthampton area was originally without competition, not only with other modes but with other rail companies. At that time, Westfield was served by the Boston & Albany Railroad and by the New York, New Haven and Hartford Railroad, Holyoke by the Connecticut River Railroad only, and Easthampton by the New York, New Haven and Hartford Railroad . It was an era of massive industrial expansion brought on in large part by the railroad. At the same time, after river and canal transportation declined and well before motor vehicle transport began, the railroad was essentially the only game in town and industries became wholly dependent on them. Monopolies were created, and this was acutely felt in Holyoke. Rail industries without competitors were able to charge what they pleased and the Connecticut Valley Railroad did just that, causing the mills in Holyoke to feel that they were being abused by the CVRR. By the 1870s, action was taken.

Holyoke industry responded dramatically and banded together to start their own rail line, the Holyoke & Westfield Railroad. The line extended from Holyoke, southwest through West Springfield to Westfield, opening up a competitive gateway to Westfield and driving rates down. As such, industry in Holyoke flourished. Over the years, the operation of the Westfield-Holyoke and Westfield-Easthampton lines changed hands as various rail companies merged or were sold, eventually resulting in quasi-public ownership by Conrail for a number of years and now return to private operation through the Pioneer Valley Railroad.





LOCOMOTIVE STORAGE AND REPAIR FACILITY, WESTFIELD

History Of The Pinsly Railroad Company

Founded 44 years ago by Mr. Sam Pinsly of Boston, the Pinsly Railroad Company began in 1939. In that year, Sam Pinsly bought his first line, the Hoosac Tunnel & Wilmington in Berkshire County of Massachusetts. He decided to see if he could turn the line around and make it profitable when the large carriers were unable to do so. Mr. Pinsly proved that it could be done, and the line was a success. By 1983, under the guidance of Mr. Pinsly's daughter, Mrs. M. P. Silver, the Pinsly Company operates four lines in the eastern United States. The first three are the Claremont & Concord Railroad in New Hampshire, the Frankfort & Cincinnati Railroad in Kentucky, and the Greenville & Northern in South Caroline. Its most recent addition is the Pioneer Valley Railroad and although it is their newest line, the Pinsly Company considers it their flagship operation.

The Westfield-Easthampton and Westfield-Holyoke lines both have their southern terminals in Westfield where connections are made with the Conrail east-west main line. The continuation of the line to Southwick was abandoned years ago, but the right-of-way has been "railbanked" by the Commonwealth of Massachusetts to be available if rail service is reinstated. This does not, however, appear likely in the near-future. The Westfield-Holyoke line connects at its northern terminus with the Boston & Maine main line. Service on the Westfield-Easthampton line currently terminates in Easthampton, but while the line to Northampton and Florence was abandoned years ago, the PVRR is preparing to close on the purchase of a segment of the B & M track from Easthampton to the Mt. Tom power plant.

Challenges Facing Short Line Railroads

There are a number of considerations that short line railroads across the United States are overcoming. Truck-oriented traffic managers and the bad taste left over from poor service and sky-high rates from the previous large carriers are among the attitudes encountered. Also, there has been a general perception that short lines are non-professionally managed by rail buffs with no eye to economics or by track supervisors with no management experience, that there are add-on charges to rates, and that the companies are thinly capitalized with no long-term prospects of survival.

Most short lines nowadays have a proven record of competency with professional management, the elimination of surcharges, competitive connections which keep rates down and strong capitalization. The Pinsly Company is a leader among this group. Half as old as the Interstate Commerce Commission, the Pinsly Railroad Company has undertaken a major financial commitment with the Pioneer Valley Railroad. Examples of this commitment include:

- Rather than deferring maintenance, the PVRR has instituted a "preventative maintenance" program to catch problems before they develop, and trackage and rights-of-way are being upgraded

- A $200,000 maintenance and storage facility is nearing completion in Westfield, designed for future expansion. The PVRR office nearby is being rehabilitated and will be a functional component of Westfield's developing historic Depot Square area

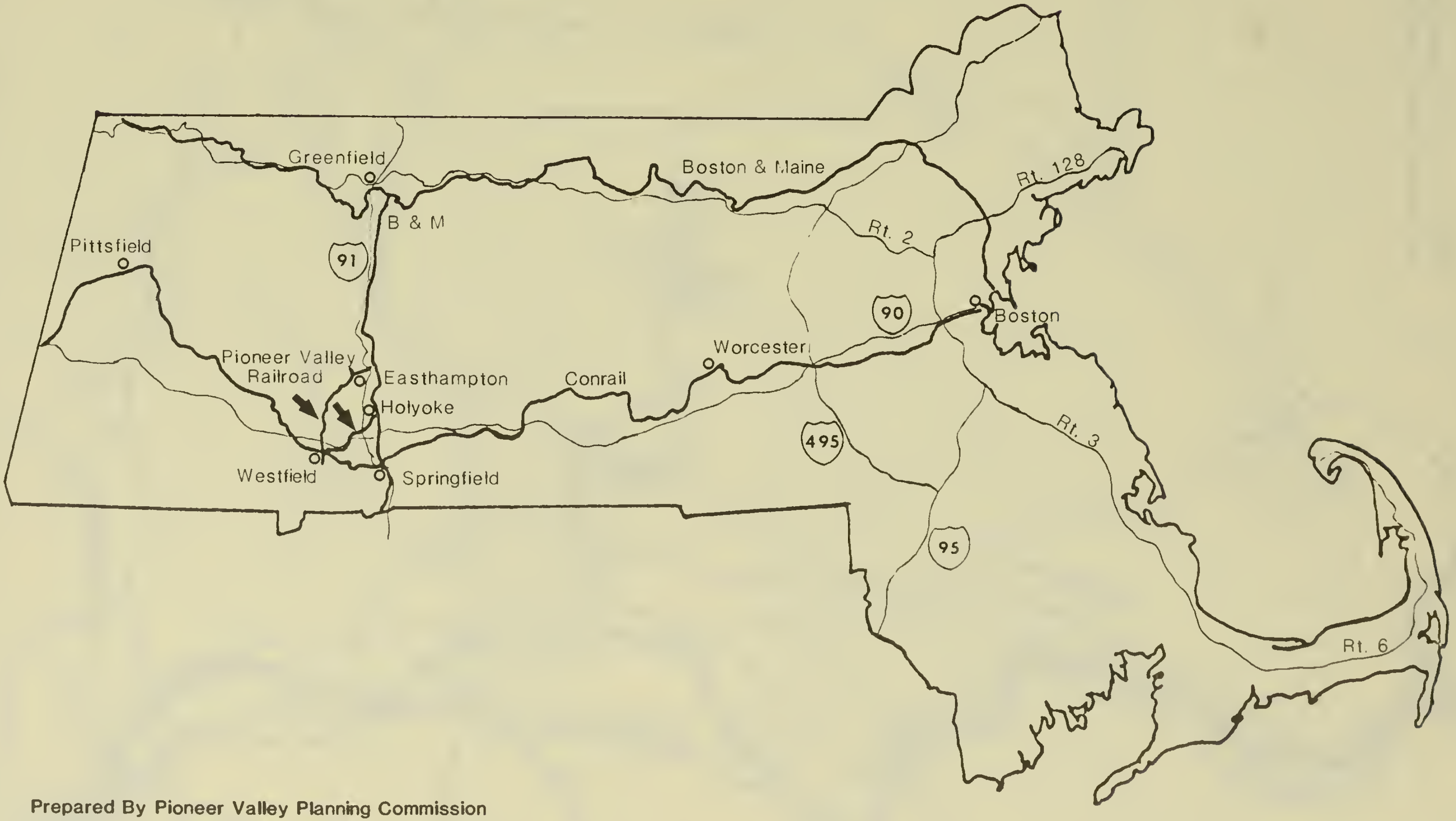
- The PVRR owns four locomatives: two with 600 horsepower engines, one 1000 hp, and one 1600 hp. Some short lines have only one or two locomotives with no spares, and PVRR's fleet enables it to maintain service even when a locomotive is down for maintenance

- Service between Westfield and Holyoke has been increased from three days a week to five, and service between Westfield and Easthampton has been increased from two days a week to three

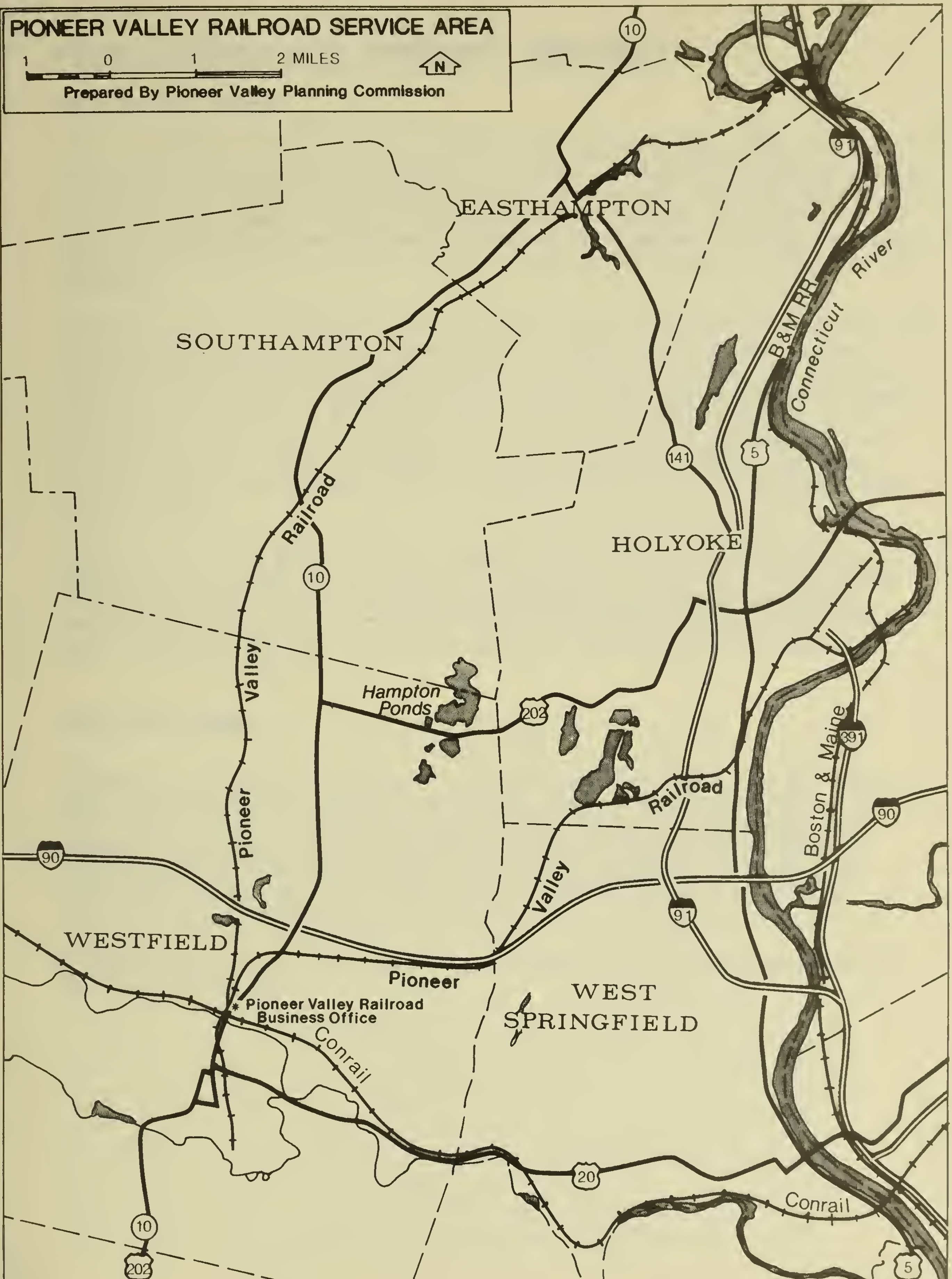
- Surcharges have been eliminated

- Professional management has been brought in to provide efficient service, provide free consultancy services, and to respond to the local industry's needs

PIONEER VALLEY RAILROAD IN RELATION TO MAJOR TRANSPORTATION CORRIDORS IN MASSACHUSETTS



Prepared By Pioneer Valley Planning Commission



PIONEER VALLEY RAILROAD SERVICE AREA

Prepared By Pioneer Valley Planning Commission

PURCHASING RAIL FREIGHT SERVICE

How Service Works

When a customer wishes to move a commodity in or out, the customer contacts the nearest railroad for feasibility and price. Feasibility involves whether a rail siding is or is not required, where loading and unloading would occur, and the nature of the commodity to determine the type of car needed. Price involves destination and the terminating carrier (whether a siding is necessary at the termination point) and the volume and frequency of the commodity movement.

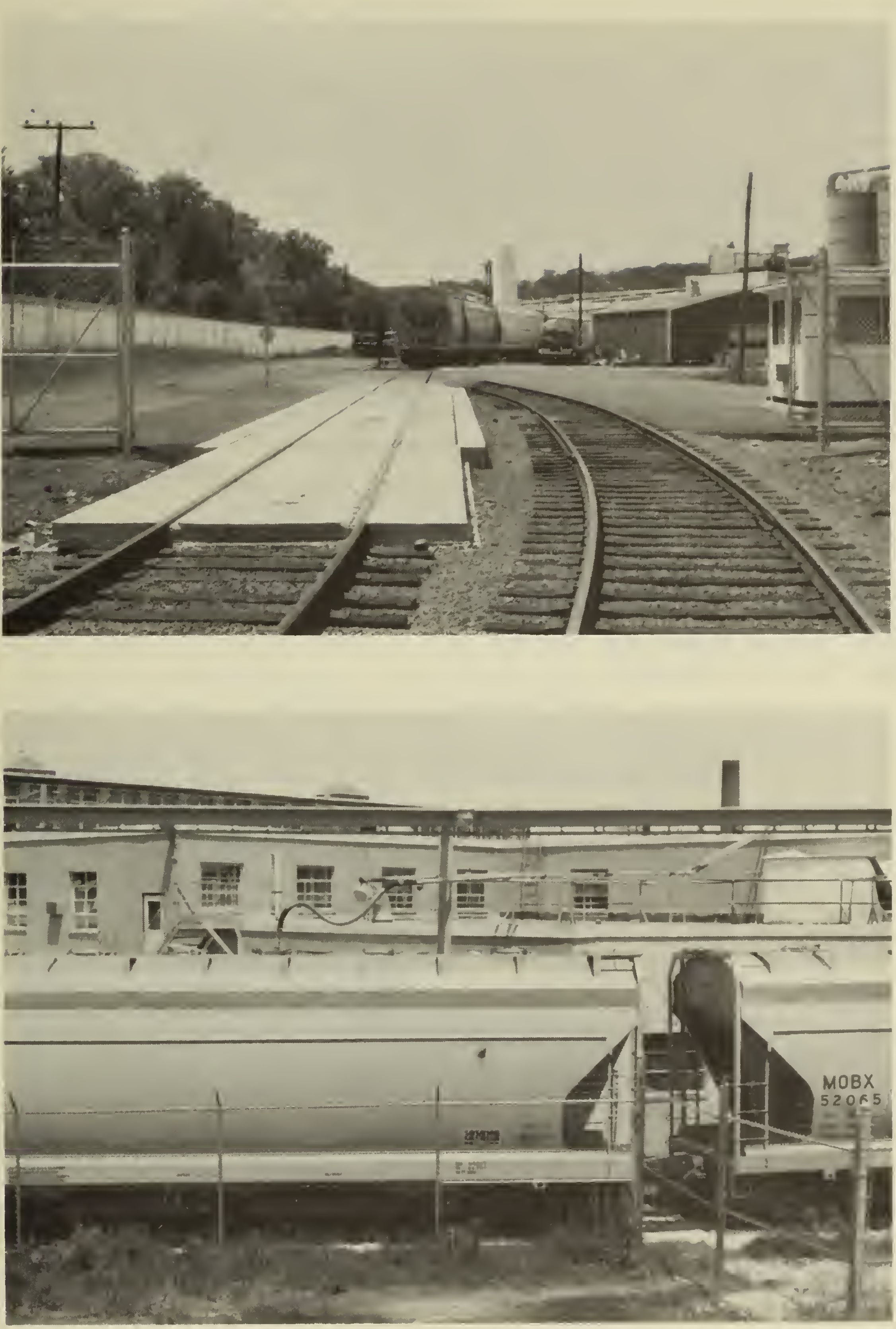
Based on this initial contact, the Pioneer Valley Railroad will determine the tariffs which would be encountered and will check back with the customer to see if the rate is truck competitive. If the rate is not, the rail company will meet with all affected carriers (the other rail companies on whose track the shipment will travel or be handled) to seek an agreement for a composite rate which will be competitive. If one of the involved carriers is holding up the rate, the PVRR will investigate other routes via other carriers that, even though possibly more circuitous, may be faster or less costly or both.

The PVRR will then work with the customer to develop priorities of time, regularity, or price of the service. The shipping order, or Bill of Lading (a legal document) must originate at the shipper. The actual ordering and releasing of rail cars can be done over the phone. Also, every movement of every commodity, from or to every location, can have a specific rate structured for it.

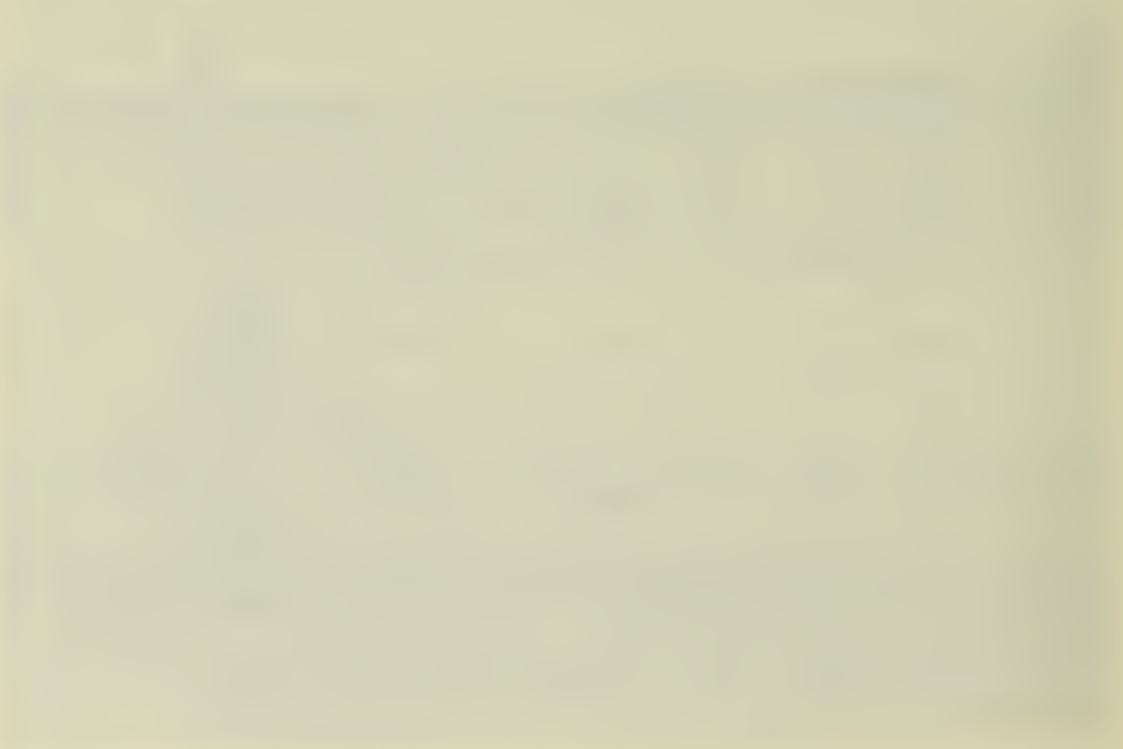
Rates And Billing

Charges for services are designed to offset costs of operations and overhead and to provide incentives to railcar users to keep the nation's railcar fleet as fluid as possible (this is described in the next section). Charges are based on a combination of several elements, the foremost of which are miles traveled, product density and uniqueness, frequency and volume of service, product value and risk, and the number of carriers and frequency of handling the rail cars.

Loaded movements are either pre-paid or credited, with credit established in the normal manner.



PVRR SERVICE TO MOBIL CHEMICAL, HOLYOKE



Car Supply Availability And Per Diem

A rail user can either own their own cars or order them from the PVRR, in which case the rental of the car will be incorporated into the freight costs. Cars are either owned by rail using customers for the movement of their own products or they are owned by railroads or railcar companies which make them available for rental. When a car owned by a railroad is off that railroad's property, it accumulates per diem charges which are due from the rail line the car is traveling on to the owner of the car. These charges run from a few dollars a day to about $35 a day, depending on the type and age of the car. The railroad pays this charge for every pro-rated hour the car is on its line.

Car availability is not a problem. PVRR's relationships with its connecting carriers allow it to have box cars readily available. The PVRR will, if it ever feels it to be economically justified, lease its own cars.

Demurrage

When a rail user orders a car for outbound loading, the user is given 24 hours of free time to load the car (exclusive of Saturdays, Sundays and holidays) starting from 7:00 a.m. following the day the car was delivered. After this free time, a customer is charged $20 a day for each day the car remains with the rail user. The $20 per day charge applies for the first four chargeable days. For the next two chargeable days, the charge is $30 per day. Thereafter it is $60 per day.

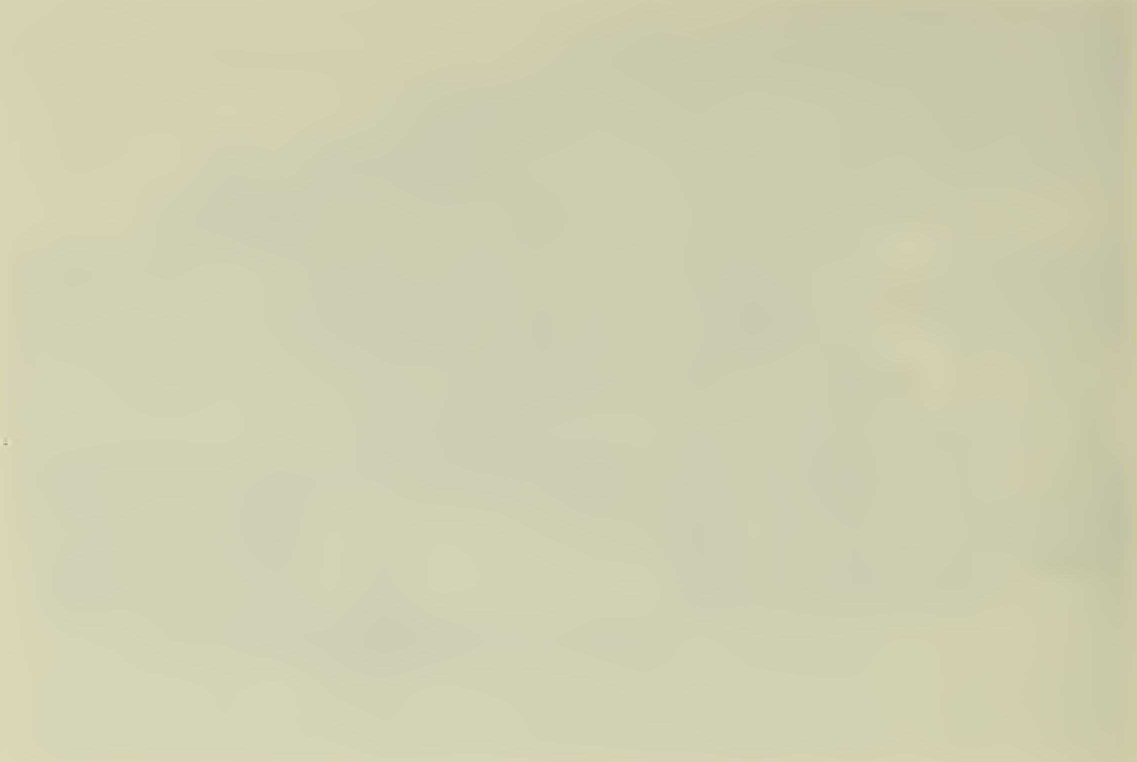
For inbound deliveries, the demurrage charge schedule is the same, but the customer has 48 hours of free time rather than 24 hours.

Demurrage involves other arrangements depending on the situation. These are too specific and varied to be outlined here but the details can be explained and worked out as necessary with a large measure of creativity to suit a rail users needs.

Choosing The Rail Alternative

Receivers of goods can make the same inquiries of the PVRR as shippers. No matter what a company needs to ship, what it pays to ship it, or how its product flow is, the value of shipping by rail should be examined. The PVRR will work directly with the company to devise a shipping schedule and fee that can be cost competitive and efficient. The rail alternative can fully meet a company's need to receive and ship out goods.

TEAM TRACK (PUBLIC DELIVERY) OPERATIONS, WESTFIELD



THE PIONEER VALLEY RAILROAD

A Wholly-Owned Subsidiary of the Pinsly Railroad Company

Corporate Office:
One Post Office Square
Boston, Massachusetts 02109
(617) 357-4100

President: Mrs. Marjorie P. Silver
Vice President: Mr. John P. Levine

Operating Office:
One Depot Street
(or: P. O. Box 995)
Westfield, Massachusetts 01086
(413) 568-3331

General Manager: Mr. Dennis E. Larson
General Freight Agent: Mr. Marc R. Levine

Pioneer Valley Railroad Industrial Sites Inventory

This industrial sites inventory was conducted during the summer of 1983 to identify undeveloped land or vacant buildings along the Pioneer Valley Rail Lines in Westfield, Southampton, Easthampton and Holyoke which are available and suitable for industrial uses. Sites with direct rail access have been listed along with sites located within a half mile of the rail line which could have potential rail access through shared rail sidings, piggyback or team loading. Sites are listed on a town-by-town basis. Inventory sheets corresponding to a map can be found directly following each map.

Site locations and descriptions were compiled and updated from the Pioneer Valley Planning Commission's Industrial Opportunities Inventory, the Department of Commerce and Development's S.I.T.E. Listing and contact with local officials and real estate agents. General Highway Maps (1975), developed by the Massachusetts Department of Public Works, were used as base maps.

Industrial zoned areas were transferred from local zoning maps onto the site maps. Local zoning by-laws can be obtained from the Town or City offices listed below. Local planning boards should be contacted regarding special permits, variances, or zoning changes. Please note that the City of Westfield may be reorganizing its zoning districts within the near future. All information in this inventory has been updated as of August 1, 1983 but is subject to change. The owner or agent listed on the inventory sheet should be contacted for updated information.

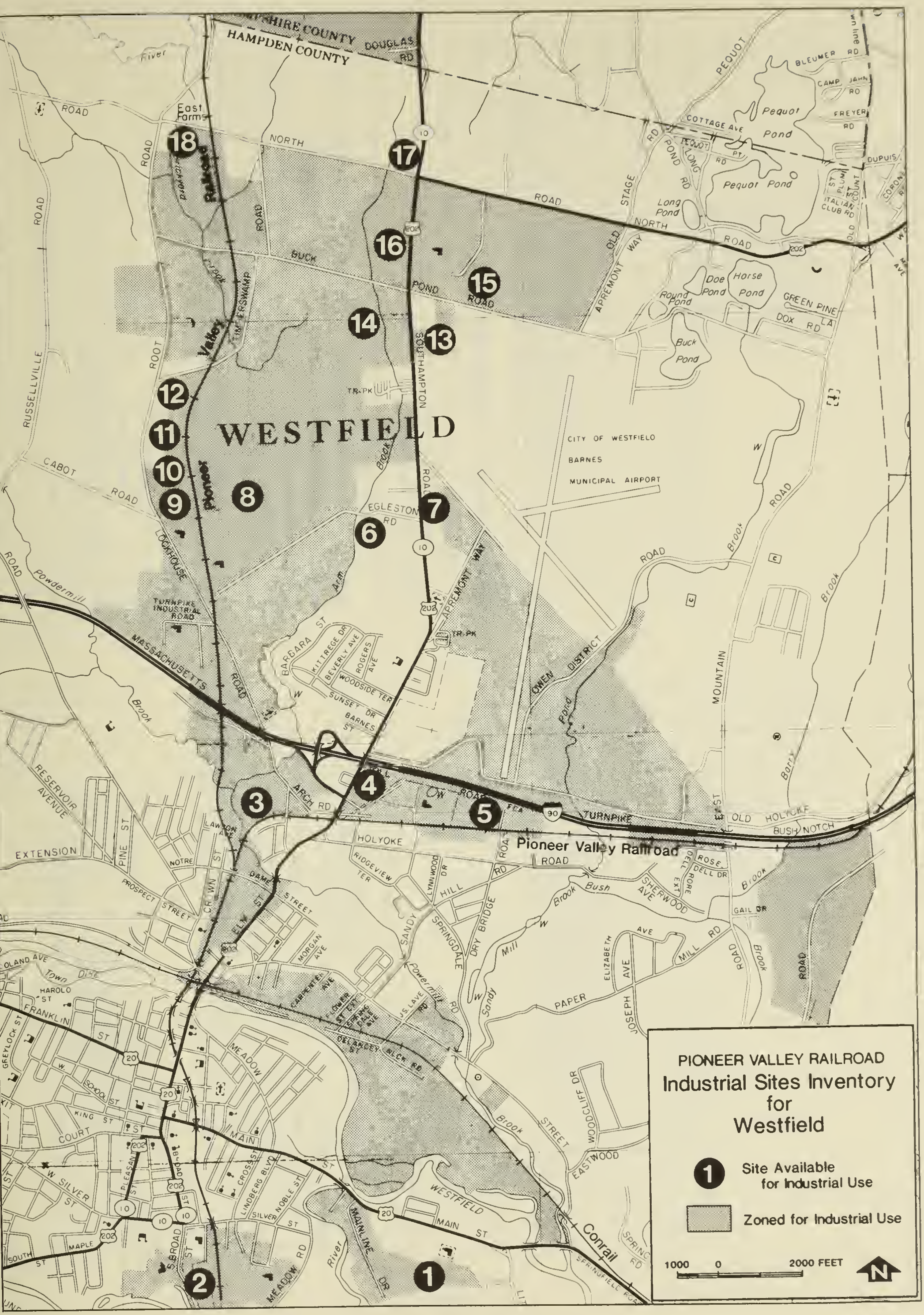
Westfield Planning Department
City Hall
59 Court Street
Westfield, MA 01085
413/568-9181

Easthampton Town Clerk
Town Hall
Northampton Street
Easthampton, MA
413/527-0818

Southampton Planning Board
Town Hall - East Street
Southampton, MA 01073
413/527-4741

Holyoke Planning Board
City Hall Annex
Holyoke, MA 01040
413/533-7718

This Inventory was compiled and completed by the Pioneer Valley Planning Commission under its Rail Marketing Project funded by a grant from the Massachusetts Department of Commerce and Development. The Pioneer Valley Planning Commission can be contacted at 26 Central Street, West Springfield, MA 01089 413/781-6045.


PIONEER VALLEY RAILROAD
Industrial Sites Inventory
for
Westfield
1 Site Available for Industrial Use
Zoned for Industrial Use
1000 0 2000 FEET
N
WESTFIELD
HAMPSHIRE COUNTY
HAMPDEN COUNTY
CITY OF WESTFIELD BARNES MUNICIPAL AIRPORT
Pioneer Valley Railroad
Conrail
MASSACHUSETTS TURNPIKE
East Farms
NORTH ROAD
BUCK POND ROAD
SOUTHAMPTON ROAD
RUSSELLVILLE ROAD
ROOT ROAD
CABOT ROAD
LOCKHOUSE ROAD
EGLESTON RD
APREMONT WAY
OWEN DISTRICT ROAD
MOUNTAIN ROAD
OLD HOLYOKE RD
BUSH NOTCH
HOLYOKE ROAD
ARCH RD
TURNPIKE INDUSTRIAL ROAD
RESERVOIR AVENUE
Pequot Pond
Long Pond
Horse Pond
Doe Pond
Round Pond
Buck Pond
Powdermill Brook
Westfield River
MAIN ST
FRANKLIN ST
SILVER ST
MEADOW ST
MAINLINE DR
SPRINGFIELD RD
PAPER MILL RD
1
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18

Site Map Code Number: 1 Map Name: Westfield
Site Name: Main Line Industrial Park
Site Address: Main Line Industrial Drive
City/Town: Westfield, MA
County: Hampden

DESCRIPTION:
Land X Number of Parcels 1 Acreage 30
Space X Number of Buildings 6* Floor Space 56,000 Total
Zoning: Limited Industry
Site Availability: Sale x Lease x Other ___
Direct Rail Access: Yes ___ No x Rail Siding: Yes ___ No x
Number of Loading Docks: Rail ___ Truck 2

Distance to Nearest Major Highways: 2.5 miles to I-90; adjacent to Route 20

Utilities Available on Site:
Water: Yes X No ___ Electric: Yes x No ___
Sewer: Yes ___ No X Gas: Yes x No ___

Physical Limitations: ___

Other Comments: *One building at 23,000 sq. ft, two buildings at 5,000 sq. ft. each, one building at 10,000 sq. ft., one building at 10,000 sq. ft. with 7,5000 sq. ft. available.

For Further Information Contact: Mrs. Kaye
Cedar Enterprizes
Westfield, MA 01086
413/568-3131
413/568-8768

Site Map Code Number: 2 Map Name: Westfield
Site Name: ___
Site Address: 66-68 Broad Street
City/Town: Westfield, MA
County: Hampden

DESCRIPTION:
Land ___ Number of Parcels ___ Acreage 4
Space X Number of Buildings 1 Floor Space 12,090 Sq. Ft.
Zoning: Industry
Site Availability: Sale ___ Lease X Other ___
Direct Rail Access: Yes ___ No X Rail Siding: Yes ___ No X
Number of Loading Docks: Rail ___ Truck 2 Tailboard

Distance to Nearest Major Highways: 2 Miles to I-90, 8 Miles to Route 91

Utilities Available on Site:
Water: Yes X No ___ Electric: Yes X No ___
Sewer: Yes x No ___ Gas: Yes x No ___

Physical Limitations: Ceiling height 12-14 feet

Other Comments: 25 miles to Bradley Airport. Space includes a small office area, sprinkler system and heat.

For Further Information Contact: Harold Grinspoon or Fred Anthony
W. H. Partnership
380 Union Street
West Springfield, MA 01089
413/781-0712

Site Map Code Number: 3 Map Name: Westfield

Site Name: ____

Site Address: Lockhouse and Arch Roads

City/Town: Westfield, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 16

Space ____ Number of Buildings ____ Floor Space ____

Zoning: Industrial

Site Availability: Sale X Lease ____ Other ____

Direct Rail Access: Yes X No ____ Rail Siding: Yes ____ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 3/4 Miles to Route 202; 1 mile to Route I-90

Utilities Available on Site:

Water: Yes X No ____ Electric: Yes X No ____

Sewer: Yes X No ____ Gas: Yes X No ____

Physical Limitations: Slight slope on western portion of site.

Other Comments: ____

For Further Information Contact: James Burek (owner)
Burek Oil Company
413/562-2311 (or)
McMillan & Sons (Agent)
1985 Main Street, Springfield, MA

Site Map Code Number: 4 Map Name: Westfield

Site Name: ____

Site Address: Jct. US 202 & I-90 Interchange #3

City/Town: Westfield

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 18

Space ____ Number of Buildings ____ Floor Space ____

Zoning: Industrial

Site Availability: Sale ____ Lease x Other ____

Direct Rail Access: Yes ____ No x Rail Siding: Yes ____ No x

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: Adjacent to I-90 and Route 202; 8 miles to I-91

Utilities Available on Site:

Water: Yes x No ____ Electric: Yes x No ____

Sewer: Yes x No ____ Gas: Yes x No ____

Physical Limitations: ____

Other Comments: ____

For Further Information Contact: Mr. Nagle
Massachusetts Turnpike Authority
Prudential Center, Suite 3000
Boston, MA 02199
617/536-1400

Site Map Code Number: 5 Map Name: Westfield

Site Name:

Site Address: Dry Bridge Road

City/Town: Westfield, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 2 Acreage 33.5

Space ___ Number of Buildings ___ Floor Space ___

Zoning:

Site Availability: Sale X Lease X Other ___

Direct Rail Access: Yes X No ___ Rail Siding: Yes X No ___

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1 mile from I-90; 8 miles from I-91

Utilities Available on Site:

Water: Yes x No ___ Electric: Yes x No ___

Sewer: Yes x No ___ Gas: Yes x No ___

Physical Limitations: Steep slope on portions of site; Right-of-Way to Parcel #2 needs repair.

Other Comments: Site is split by a public right-of-way which dead-ends at north boundary. Utilities are only available on parcel #1.

For Further Information Contact:
W. P. Prawlucki
528 Newton Street
South Hadley, MA 01073
413/533-4091

Site Map Code Number: 6 Map Name: Westfield

Site Name:

Site Address: Off Egleston Road

City/Town: Westfield, MA

County: Hampden

DESCRIPTION:

Land x Number of Parcels Subdividable Acreage 26

Space ___ Number of Buildings ___ Floor Space ___

Zoning: Industrial and residential

Site Availability: Sale X Lease ___ Other ___

Direct Rail Access: Yes ___ No X Rail Siding: Yes ___ No X

Number of Loading Docks: Rail ___ Truck ___

Distance to Nearest Major Highways: 1/2 mile to Route 202; 2 miles to I-90

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes X No ___

Physical Limitations:

Other Comments: Will build to suit.

For Further Information Contact:
Mr. Jack Doyle
O'Connell & Sons
480 Hampden Street
Holyoke MA 01041
413/534-5667

Site Map Code Number: 7 Map Name: Westfield

Site Name: ___

Site Address: Southampton & Airport Roads

City/Town: Westfield, MA 01085

County: Hampden

DESCRIPTION:

Land X Number of Parcels 4 Acreage 30+

Space ___ Number of Buildings ___ Floor Space ___

Zoning: Industrial

Site Availability: Sale X Lease X Other ___

Direct Rail Access: Yes ___ No X Rail Siding: Yes ___ No X

Number of Loading Docks: Rail 0 Truck 3

Distance to Nearest Major Highways: Adjacent to Route 202; 1.5 miles to I-90

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes ___ No X Gas: Yes X No ___

Physical Limitations: ___

Other Comments: Approximately 1/4 mile from railroad; adjacent to Barnes Airport. Site contains 18,000 sq. ft. warehouse and over 2,000 sq. ft. of office/shop space, display, garage space.

For Further Information Contact:

Larry, Charles or John O'Connor
O'Connor Development Corporation
Apremont Way
Westfield, MA 01086
413/562-9292

Site Map Code Number: 8 Map Name: Westfield

Site Name: ___

Site Address: Egleston Road

City/Town: Westfield MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 2 Subdividable Acreage 260

Space ___ Number of Buildings ___ Floor Space ___

Zoning: 200 acres Industrial; 28 acres Agricultural; 32 acres Residential

Site Availability: Sale X Lease ___ Other ___

Direct Rail Access: Yes X No ___ Rail Siding: Yes ___ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1/2 Mile to U.S. Route 202; 1 Mile to I-90

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes X No ___

Physical Limitations: ___

Other Comments: Located on both sides of Egleston Road; 1 mile to Barnes Airport; 2900 feet of railroad frontage

For Further Information Contact:

Mr. Arthur L. Clark
20 Belden Drive
Westfield, MA 01085
562-4534

Site Map Code Number: 9 Map Name: Westfield

Site Name: Agaway Fabrication Center

Site Address: East of Root/Lockhouse Roads

City/Town: Westfield, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels ___ Acreage 12

Space X Number of Buildings 1 Floor Space 12-15,000 sq.ft.

Zoning: Industrial

Site Availability: Sale ___ Lease X Other ___

Direct Rail Access: Yes ___ No ___ Rail Siding: Yes X No ___

Number of Loading Docks: Rail 1 Rail Pad Truck ___

Distance to Nearest Major Highways: I mile to I-90; 1 mile to Routes 10 and 202

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes X No ___

Physical Limitations: None

Other Comments: Includes 1 large building and 2 smaller lumber sheds

For Further Information Contact: Mr. John Libby, Mgr. (Real Estate)

Agway Box 4933

Syracuse, NY 13221

315/477-6486

Site Map Code Number: 10 Map Name: Westfield

Site Name: Agway

Site Address: East of Root Road

City/Town: Westfield, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 20

Space ___ Number of Buildings ___ Floor Space ___

Zoning: Industrial

Site Availability: Sale X Lease X Other ___

Direct Rail Access: Yes X No ___ Rail Siding: Yes X No ___

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1 mile to I-90, 1 mile to Routes 10 and 202

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes X No ___

Physical Limitations: None

Other Comments: Site is the undeveloped filled portion of a parcel which also contains a currently used Agway facility.

For Further Information Contact: Mr. John Libby, Mgr. (Real Estate)

Agway Box 4933

Syracuse, NY 13221

315/477-6486

Site Map Code Number: 11 Map Name: Westfield

Site Name: Conrail

Site Address: South of Timber Swamp Road

City/Town: Westfield, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 16

Space ___ Number of Buildings ___ Floor Space ___

Zoning: Industrial

Site Availability: Sale X Lease X Other ___

Direct Rail Access: Yes X No ___ Rail Siding: Yes ___ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1 mile to Routes 10 & 202;
2 miles to I-90

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes ___ No X Gas: Yes ___ No X

Physical Limitations: Hilly and wooded

Other Comments: Conrail will entertain any offer

For Further Information Contact:
Mr. Bob Soltis
744 Broad Street - Room 423
Newark, New Jersey 07102
201/465-7071

Site Map Code Number: 12 Map Name: Westfield

Site Name: ___

Site Address: South of Timber Swamp Road

City/Town: Westfield, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 10

Space ___ Number of Buildings ___ Floor Space ___

Zoning: Industrial

Site Availability: Sale X Lease X Other ___

Direct Rail Access: Yes X No ___ Rail Siding: Yes ___ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1 mile to I-90;
1 mile to Route 202

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes ___ No X Gas: Yes ___ No X

Physical Limitations: Undeveloped woodland

Other Comments: ___

For Further Information Contact:
Mr. Charles O'Connor
O'Connor Development Corporation
Apremont Way
Westfield, MA 01086
413/562-9292

Site Map Code Number: 13 Map Name: Westfield

Site Name:

Site Address: Barnes Airport

City/Town: Westfield MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 41.8

Space ____ Number of Buildings ____ Floor Space ____

Zoning: LImited Industrial and Business

Site Availability: Sale ____ Lease X Other ____

Direct Rail Access: Yes ____ No X Rail Siding: Yes ____ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: Adjacent to Route 202; 3 miles to I-90

Utilities Available on Site:

Water: Yes X No ____ Electric: Yes X No ____

Sewer: Yes X No ____ Gas: Yes X No ____

Physical Limitations:

Other Comments: Site access is through a 7.4 acre site presently under negotiation for development.

For Further Information Contact:
Mr. George Gifford, Airport Manager
Barnes Municipal Airport
Westfield, MA 01085
413/568-9181

Site Map Code Number: 14 Map Name: Westfield

Site Name: Northwest Industrial Park

Site Address: Southampton Road

City/Town: Westfield, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 15 Acreage 30

Space ____ Number of Buildings ____ Floor Space ____

Zoning: Industrial

Site Availability: Sale X Lease ____ Other ____

Direct Rail Access: Yes ____ No X Rail Siding: Yes ____ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1 mile to I-90; 8 miles to I-91

Utilities Available on Site:

Water: Yes X No ____ Electric: Yes X No ____

Sewer: Yes X No ____ Gas: Yes X No ____

Physical Limitations:

Other Comments: Minimum parcel is 2 acres. City has plans for an access road through the park. 1000 feet of frontage on Southampton Road and one corner lot remaining.

For Further Information Contact:
Mr. Vincent Ciancotti
Mansfield Paper Co.
380 Union Street
West Springfield, MA 01089
413/781-2000

Site Map Code Number: 15 Map Name: Westfield

Site Name: Parcel C

Site Address: Buck Pond Road

City/Town: Westfield, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 7.8

Space Number of Buildings Floor Space

Zoning: Limited Industrial

Site Availability: Sale X Lease X Other

Direct Rail Access: Yes No X Rail Siding: Yes No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways:

Utilities Available on Site:

Water: Yes X No Electric: Yes X No

Sewer: Yes No X Gas: Yes No X

Physical Limitations: Wetland on front part of parcel, drainage necessary.

Other Comments:

For Further Information Contact: Mr. Bernard D'Orazio
Baystate Realty
813 William Street, Suite 213
Longmeadow, MA
413/567-0333 or 413/734-6822

Site Map Code Number: 16 Map Name: Westfield

Site Name:

Site Address: Buck Pond Road and Route 202

City/Town: Westfield, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 50

Space Number of Buildings Floor Space

Zoning: Limited Industrial

Site Availability: Sale X Lease X Other

Direct Rail Access: Yes No X Rail Siding: Yes No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 2 miles to I-90; 10 miles to I-91

Utilities Available on Site:

Water: Yes X No Electric: Yes X No

Sewer: Yes X No Gas: Yes No X

Physical Limitations: A brook and high tension lines run through part of the property.

Other Comments: Located in existing industrial area. 1500 foot frontage on Route 202 and 1700 foot frontage on Buck Pond Road.

For Further Information Contact: Mr. Stuart Young, Treasurer
Peck Lumber Company
South Broad Street
Westfield, MA 01085
413/562-9651

Site Map Code Number: 17 Map Name: Westfield

Site Name:

Site Address: Route 10 and 202

City/Town: Westfield, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 1/2

Space Number of Buildings Floor Space

Zoning: General Business

Site Availability: Sale X Lease Other

Direct Rail Access: Yes No X Rail Siding: Yes No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 2 miles to I-90; 10 miles I-91

Utilities Available on Site:

Water: Yes No X Electric: Yes X No

Sewer: Yes X * No Gas: Yes No X

Physical Limitations:

Other Comments: Vacant land available for $49,800

*Storm sewers available.

For Further Information Contact:

Mr. Edmund Gates
Land Management Department
Exxon Corporation
Houston, TX
713/847-4785

Site Map Code Number: 18 Map Name: Westfield

Site Name: Brickyard Realty

Site Address: North Road, east of Root Road

City/Town: Westfield

County: Hampden

DESCRIPTION:

Land X Number of Parcels * Acreage 94

Space X Number of Buildings * Floor Space *

Zoning: Industrial

Site Availability: Sale X Lease X Other

Direct Rail Access: Yes X No Rail Siding: Yes X No

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1 mile to Route 10, 1 mile to Rt. 202, 2 miles to I-90.

Utilities Available on Site:

Water: Yes X No Electric: Yes X No

Sewer: Yes No X (a) Gas: Yes No X

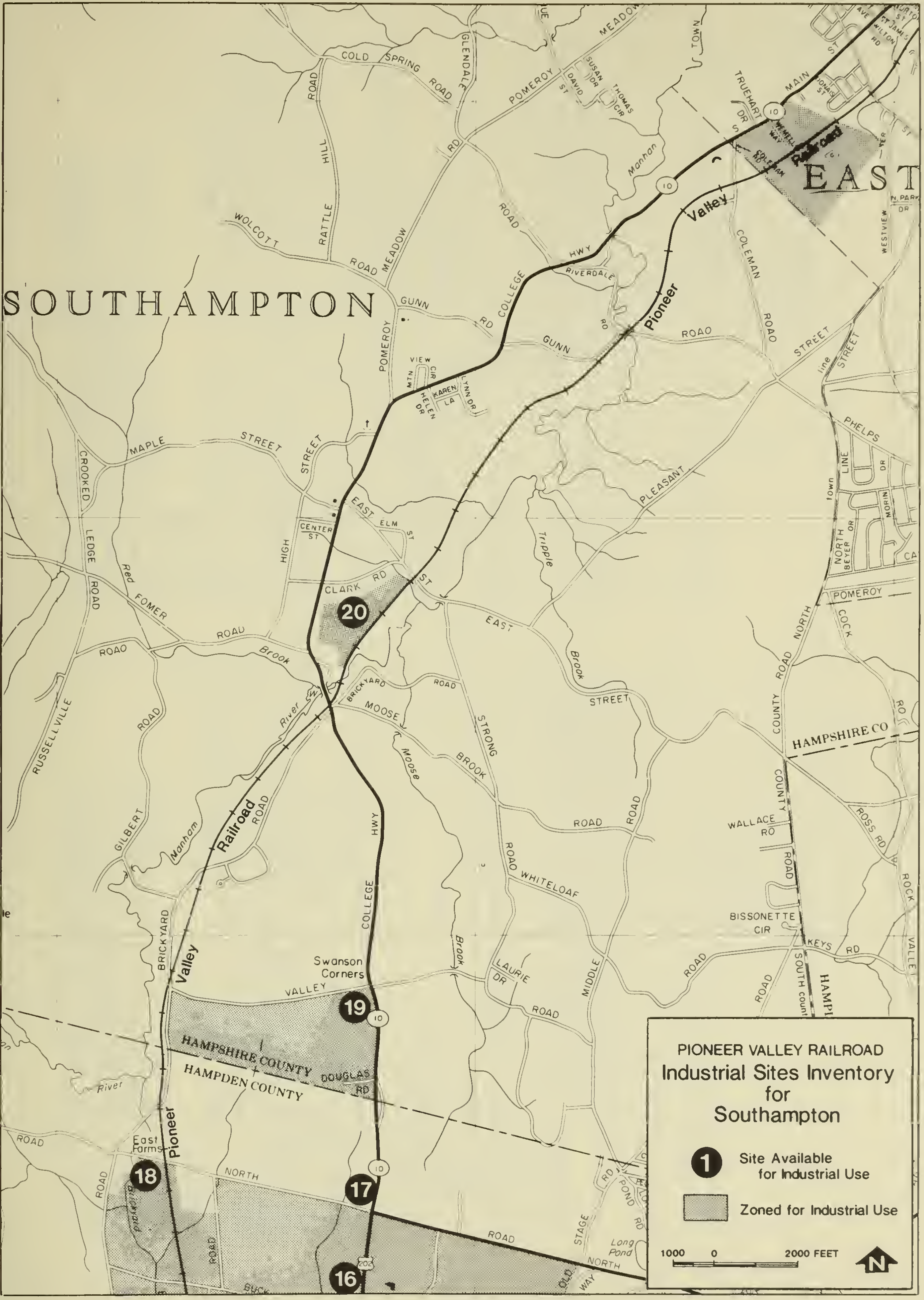
Physical Limitations: (a) City of Westfield is currently extending its sewer to Root Road

Other Comments: Site contains 2800 ft. of rail frontage.

* There are currently several buildings on the parcel, some being rented and others abandoned. Brickyard Realty plans to develop a mini industrial park, with buildings for lease or built to suit for sale.

For Further Information Contact:

Mr. J. Steve Mongeau
109 Meadowbrook Road
Holyoke, MA 01040
413/467-7181 Bus.
413/532-9617 Res.


PIONEER VALLEY RAILROAD

Industrial Sites Inventory for Southampton

1 Site Available for Industrial Use

▨ Zoned for Industrial Use

Site Map Code Number: 19 Map Name: Southampton

Site Name:

Site Address: Valley Road and Route 10

City/Town: Southampton, MA

County: Hampshire

DESCRIPTION:

Land X Number of Parcels 1 Acreage 46.77

Space Number of Buildings Floor Space

Zoning: 30 acres zoned Industrial Park

Site Availability: Sale Lease Other X *

Direct Rail Access: Yes No Rail Siding: Yes No

Number of Loading Docks: Rail Truck

Distance to Nearest Major Highways: 10 miles to I-90; 12 miles to I-91

Utilities Available on Site:

Water: Yes X No Electric: Yes X No

Sewer: Yes No X Gas: Yes No X

Physical Limitations: Shallow depth to bedrock (0-10 ft.)

Other Comments: * Family ownership. Joint decision to sell required.
Site includes a barn and silo from an inactive farm.
Connections to municipal water supply can be made easily.

For Further Information Contact: Mr. Franz Goepfert
17 Valley Road
Southampton, MA 01073
413/527-3458

Site Map Code Number: 20 Map Name: Southampton

Site Name: Clark Street Industrial Park

Site Address: Clark Street and Route 10

City/Town: Southampton MA

County: Hampshire

DESCRIPTION:

Land x Number of Parcels 1 Acreage 22

Space x Number of Buildings 1 Floor Space 88,000 sq. ft.

Zoning: Industrial Park

Site Availability: Sale X Lease Other

Direct Rail Access: Yes No X Rail Siding: Yes X* No

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 15 miles to I-91;
12 miles to I-90.

Utilities Available on Site:

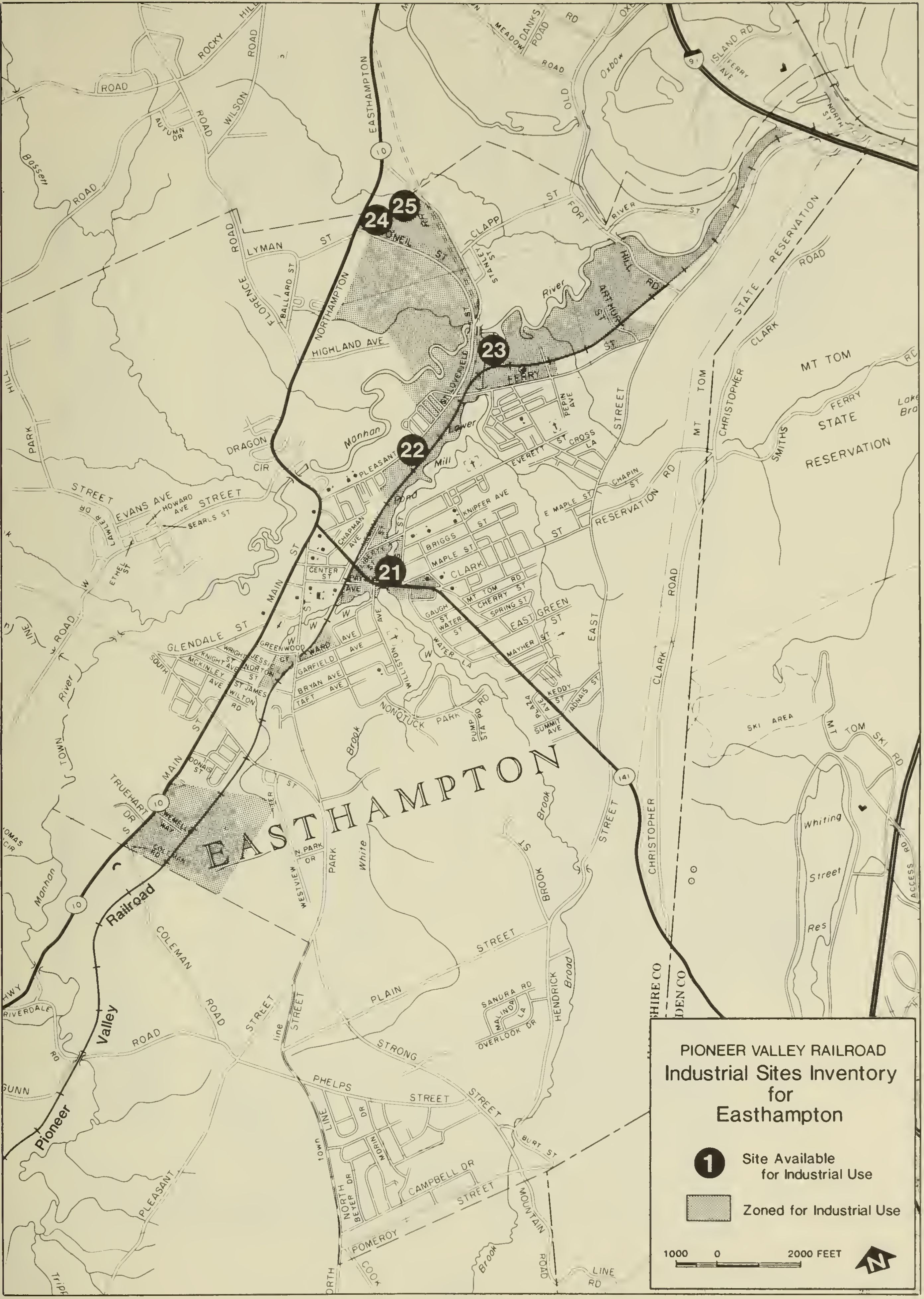
Water: Yes X No Electric: Yes X No

Sewer: Yes No x Gas: Yes No X

Physical Limitations:

Other Comments: *Rail siding available on East Street. Direct rail access
prevented by a steep slope and open culvert. Tall door openings and
5-ton cranes available. Electric heat in floor.

For Further Information Contact: Mr. Jim Lekbert, Controller
Atlas Copco. Inc.
Holyoke, MA 01041
413/536-0600



PIONEER VALLEY RAILROAD

Industrial Sites Inventory for Easthampton

Site Map Code Number: 21 Map Name: Easthampton

Site Name:

Site Address: 1 Cottage Street

City/Town: Easthampton, MA

County: Hampshire

DESCRIPTION:

Land ____ Number of Parcels ____ Acreage ____

Space x Number of Buildings 1 Floor Space 62,000 Sq. Ft.

Zoning: Business

Site Availability: Sale ____ Lease X Other ____

Direct Rail Access: Yes ____ No x Rail Siding: Yes ____ No x

Number of Loading Docks: Rail 0 Truck 5

Distance to Nearest Major Highways: 4 miles to I-91; 4 miles to I-90

Utilities Available on Site:

Water: Yes x No ____ Electric: Yes x No ____

Sewer: Yes x No ____ Gas: Yes x No ____

Physical Limitations:

Other Comments: Located in an old mill building with 30 current tenants. Heat and sprinklers are available. Space is subdivided to 30,000 sq. ft.; 40,000 sq. ft. is available on the first floor.

Competitive rents.

For Further Information Contact: Mr. Roger F. Brunelle, President

Riverside Industries, Inc.

1 Cottage Street

Easthampton, MA 01027

413/527-2711

Site Map Code Number: 22 Map Name: Easthampton

Site Name: Stanhome Building

Site Address: 116 Pleasant Street

City/Town: Easthampton, MA

County: Hampshire

DESCRIPTION:

Land ____ Number of Parcels ____ Acreage ____

Space x Number of Buildings 1 Floor Space 76,800 sq. ft.

Zoning:

Site Availability: Sale ____ Lease X Other ____

Direct Rail Access: Yes X No ____ Rail Siding: Yes X No ____

Number of Loading Docks: Rail 0 Truck 4 tailboard

Distance to Nearest Major Highways: 1 miles to Route 10; 4 miles to I-91; 4 miles to Route 5

Utilities Available on Site:

Water: Yes x No ____ Electric: Yes x No ____

Sewer: Yes X No ____ Gas: Yes X No ____

Physical Limitations: Floor loading: 38,000 sq. ft. at 50#/sq. ft.

38,400 sq. ft. at 125#/sq.ft.

Other Comments: Space is located on the fifth floor of Stanhomes' 5-story plant. Some of the 76,800 sq.ft. is currently unavailable.

For Further Information Contact: Mr. Millard Hathaway, Plant Engineer

Stanhome, Inc.

Easthampton, MA

413/527-1000

Site Map Code Number: 23 **Map Name:** Easthampton

Site Name: Warner Brothers

Site Address: Ferry and Lovefield Streets

City/Town: Easthampton, MA

County: Hampshire

DESCRIPTION:

Land X Number of Parcels 1 Acreage 23

Space X Number of Buildings 2 or 3 Floor Space ?

Zoning: Industrial

Site Availability: Sale X Lease ___ Other ___

Direct Rail Access: Yes X No ___ Rail Siding: Yes ___ No ___

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1 mile from Route 10; 3 miles from I-91

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes ___ No ___

Physical Limitations: None

Other Comments: Water Tower and Pumping Plant on Site

For Further Information Contact: Mr. Robert (Rock) Warner, Jr.
P. O. Box 395
Sunderland, MA 01375
413/665-4051

Site Map Code Number: 24 **Map Name:** Easthampton

Site Name:

Site Address: Route 10 and O'Neil Street

City/Town: Easthampton, MA

County: Hampshire

DESCRIPTION:

Land x Number of Parcels 1 Acreage 35.5

Space ___ Number of Buildings ___ Floor Space ___

Zoning: 23 acres Easthampton Industrial; 12.5 acres Northampton-Residential

Site Availability: Sale X Lease ___ Other ___

Direct Rail Access: Yes ___ No X Rail Siding: Yes ___ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 4 miles to I-91; 4 miles to Route 5, 0 Miles to Route 10

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes x No ___ Gas: Yes x No ___

Physical Limitations:

Other Comments: This land is currently undeveloped, but borders on industrial use land.

For Further Information Contact: Mr. Millard Hathaway, Plant Engineer
Stanhome, Inc.
116 Pleasant Street
Easthampton, MA
413/527-1000

Site Map Code Number: 25 Map Name: Easthampton

Site Name: Borowski Industrial Park

Site Address: Northampton Highway

City/Town: Easthampton, MA 01027

County: Hampshire

DESCRIPTION:

Land X Number of Parcels 1 Acreage 75

Space ___ Number of Buildings ___ Floor Space ___

Zoning: Industrial/Business

Site Availability: Sale X Lease X Other ___

Direct Rail Access: Yes ___ No X Rail Siding: Yes ___ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 0 miles to Route 10; 10 miles to I-91

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

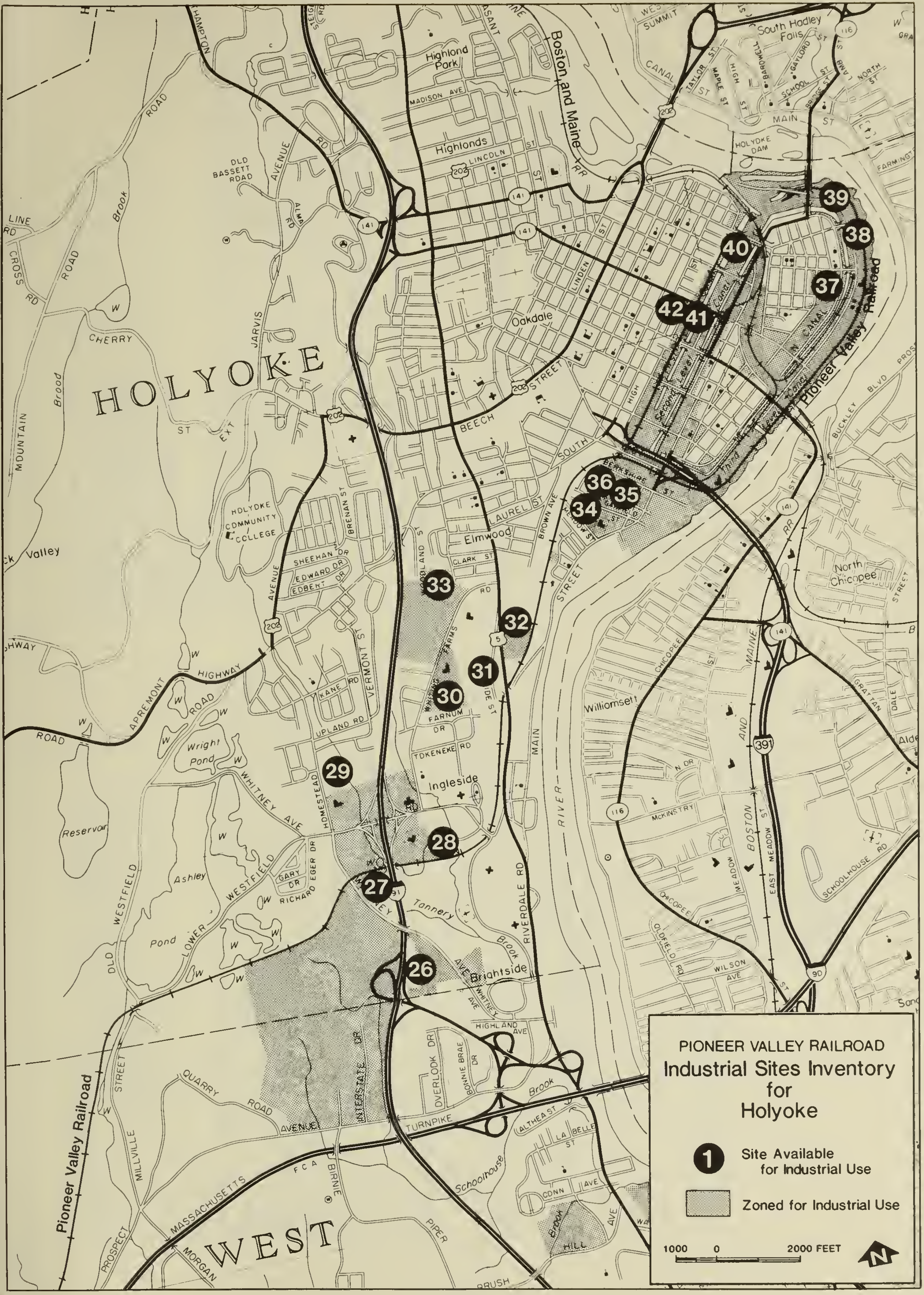
Sewer: Yes X No ___ Gas: Yes ___ No X

Physical Limitations: Some areas are low lying; buildings would have to be raised by fill.

Other Comments: Site contains a historic canal, six manufacturing-type businesses and has an additional 20 acres in Northampton. Rail access by piggyback only; a spur would have to cross a bridge to connect the site.

For Further Information Contact: Mr. Alexander Borowski

88 King Street
Northampton, MA 01060
413/584-5555



PIONEER VALLEY RAILROAD
Industrial Sites Inventory
for
Holyoke

● Site Available for Industrial Use

▨ Zoned for Industrial Use

Site Map Code Number: 26 Map Name: Holyoke

Site Name:

Site Address: Whitney Avenue

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 5 Acreage 30

Space Number of Buildings Floor Space

Zoning: Industrial Park

Site Availability: Sale X Lease Other

Direct Rail Access: Yes No X Rail Siding: Yes No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: Adjacent to I-91; 1 mile to I-90

Utilities Available on Site:

Water: Yes X No Electric: Yes X No

Sewer: Yes X* No Gas: Yes x No

Physical Limitations:

Other Comments: * May need a pumping station for sewage at lower elevations. Improved urban land.

For Further Information Contact: Mr. Bob Bateman
Office of Industrial Affairs
101 City Hall Annex
Holyoke, MA 01040
413/538-7555

Site Map Code Number: 27 Map Name: Holyoke

Site Name:

Site Address: Whitney Avenue

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 15.6

Space Number of Buildings Floor Space

Zoning: Industrial Park

Site Availability: Sale X Lease Other

Direct Rail Access: Yes x No Rail Siding: Yes x No

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1/2 mile to I-91 Interchange: 1-1/2 miles to I-90

Utilities Available on Site:

Water: Yes X No Electric: Yes No

Sewer: Yes X* No Gas: Yes No

Physical Limitations: Only 7.5 acres developable due to pockets of wetness.

Other Comments: *Sanitary sewer would have to be extended. Storm sewer available but retention pond may be necessary.

For Further Information Contact: Mr. Bob Bateman
Office of Industrial Affairs
101 City Hall Annex
Holyoke, MA 01040
413/538-7555

Site Map Code Number: 28 Map Name: Holyoke

Site Name:

Site Address: Holyoke Street at Lower Westfield Road

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 2 Acreage 10.16

Space ___ Number of Buildings ___ Floor Space ___

Zoning: Westerly parcel- Industrial Park; Easterly parcel- Residential

Site Availability: Sale X Lease ___ Other ___

Direct Rail Access: Yes ___ No X Rail Siding: Yes ___ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1/4 Mile to I-91; 1 Mile to I-90

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes X No ___

Physical Limitations: Development potential best on westerly portion of site due to slope limitations.

Other Comments: Direct rail access prevented by a steep slope and open culvert along rail line.

For Further Information Contact:

Mr. Bob Bateman
Office of Industrial Affairs
101 City Hall Annex
Holyoke, MA 01040
413/538-7555

Site Map Code Number: 29 Map Name: Holyoke

Site Name:

Site Address: Homestead Avenue

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 23

Space ___ Number of Buildings ___ Floor Space ___

Zoning: Residential

Site Availability: Sale X Lease ___ Other ___

Direct Rail Access: Yes ___ No X Rail Siding: Yes ___ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1/4 Mile to I-91 Interchange; 1 Mile to I-90

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes X No ___

Physical Limitations:

Other Comments: Best suited for long-term development potential.

For Further Information Contact:

Mr. Bob Bateman
Office of Industrial Affairs
101 City Hall Annex
Holyoke, MA 01040
413/538-7555

Site Map Code Number: 30 Map Name: Holyoke

Site Name: Whiting Farms Road Industrial Park

Site Address: Whiting Farms Road

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 18.7

Space ____ Number of Buildings ____ Floor Space ____

Zoning: Industrial Park

Site Availability: Sale X Lease ____ Other ____

Direct Rail Access: Yes ____ No X Rail Siding: Yes ____ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1/2 mile to I-91 Interchange
1 Mile to I-90

Utilities Available on Site:

Water: Yes x No ____ Electric: Yes x No ____

Sewer: Yes x * No ____ Gas: Yes x No ____

Physical Limitations: Development suitability limited by greater than 8% slopes in front and greater than 15% slope in rear of parcel.

Other Comments: *Sewers available in front portion of parcel but may be limited in rear due to severe slope.

For Further Information Contact:
Mr. Ray Douthwright
Holyoke Water Power Company
1 Canal Street
Holyoke, MA 01040
413/536-5520

Site Map Code Number: 31 Map Name: Holyoke

Site Name: ____

Site Address: Route 5

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 27 Acres

Space ____ Number of Buildings ____ Floor Space ____

Zoning: General Business

Site Availability: Sale X Lease ____ Other ____

Direct Rail Access: Yes x No ____ Rail Siding: Yes ____ No ____

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1 Mile to I-91; 2 miles to I-90

Utilities Available on Site:

Water: Yes x No ____ Electric: Yes x No ____

Sewer: Yes x No ____ Gas: Yes x No ____

Physical Limitations: Eastern section of parcel is steeply sloped.

Other Comments: Parcel has right-of-way to Whiting Farms Road.

For Further Information Contact:
Mr. Bob Bateman
Office of Industrial Affairs
101 City Hall Annex
Holyoke, MA 01040
413/538-7555

Site Map Code Number: 32 Map Name: Holyoke

Site Name:

Site Address: Route 5

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 2.6

Space ___ Number of Buildings ___ Floor Space ___

Zoning: General Business and Residential

Site Availability: Sale X Lease ___ Other ___

Direct Rail Access: Yes X No ___ Rail Siding: Yes ___ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1 mile to I-91; 2 miles to I-90

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes X No ___

Physical Limitations: Parcel is sloped towards rail line. Rail access will require creative building design.

Other Comments:

For Further Information Contact:
Mr. Bob Bateman
Office of Industrial Affairs
101 City Hall Annex
Holyoke, MA 01040
413/538-7555

Site Map Code Number: 33 Map Name: Holyoke

Site Name:

Site Address: Whiting Farms Road

City/Town: Holyoke MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 11

Space ___ Number of Buildings ___ Floor Space ___

Zoning: Industrial

Site Availability: Sale X Lease ___ Other ___

Direct Rail Access: Yes ___ No X Rail Siding: Yes ___ No x

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1 mile to I-91; 1 mile to I-90

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes X No ___

Physical Limitations:

Other Comments:

For Further Information Contact:
Mr. Ray Douthwirght
Holyoke Water Power Company
1 Canal Street
Holyoke, MA 01040
413/536-5520

Site Map Code Number: 34 Map Name: Holyoke

Site Name: Springdale Industrial Park

Site Address: Meadow, Coolidge and Grant Streets

City/Town: Holyoke

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 4.03

Space ___ Number of Buildings ___ Floor Space ___

Zoning: General Industry

Site Availability: Sale X Lease ___ Other ___

Direct Rail Access: Yes X No ___ Rail Siding: Yes ___ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1 mile to I-391; 3 miles to I-91 and I-90

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes X No ___

Physical Limitations:

Other Comments: Located in a 90% developed industrial park.

For Further Information Contact:
Mr. Ray Douthwright
Holyoke Water Power Company
1 Canal Street
Holyoke, MA 01040
413/536-5520

Site Map Code Number: 35 Map Name: Holyoke

Site Name: Springdale Industrial Park

Site Address: Berkshire Street

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 2 Acreage 2.25

Space ___ Number of Buildings ___ Floor Space ___

Zoning: General Industry

Site Availability: Sale X Lease ___ Other ___

Direct Rail Access: Yes X No ___ Rail Siding: Yes X No ___

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1/2 mile to I-391; 3 miles to I-91 and I-90

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes X No ___

Physical Limitations:

Other Comments:

For Further Information Contact:
Mr. Bob Bateman
Office of Industrial Affairs
101 City Hall Annex
Holyoke MA 01040
413/538-7555

Site Map Code Number: 36 Map Name: Holyoke

Site Name: Springdale Industrial Park

Site Address: Berkshire Street

City/Town: Holyoke

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage 2.12

Space ___ Number of Buildings ___ Floor Space ___

Zoning: ___

Site Availability: Sale X Lease ___ Other ___

Direct Rail Access: Yes X No ___ Rail Siding: Yes ___ No X

Number of Loading Docks: Rail 0 Truck 0

Distance to Nearest Major Highways: 1/2 mile to I-391; 3 miles to I-91; and I-90

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes X No ___

Physical Limitations: ___

Other Comments: ___

For Further Information Contact:

Mr. Ray Douthwright
Holyoke Water Power Company
1 Canal Street
Holyoke, MA 01040
413/536-5520

Site Map Code Number: 37A Map Name: Holyoke

Site Name: ___

Site Address: 37 Appleton Street

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land ___ Number of Parcels ___ Acreage ___

Space X Number of Buildings 1 Floor Space 74,000 sq. ft.

Zoning: General Industry

Site Availability: Sale X Lease X Other ___

Direct Rail Access: Yes X No ___ Rail Siding: Yes ___ No X

Number of Loading Docks: Rail ___ Truck 5 tailboard; 3 drive-in

Distance to Nearest Major Highways: 1 mile to I-391; 2 miles to I-91; 5 miles to I-90

Utilities Available on Site:

Water: Yes X No ___ Electric: Yes X No ___

Sewer: Yes X No ___ Gas: Yes X No ___

Physical Limitations: ___

Other Comments: Over 30 cranes available; 3,000 sq. ft. of office space; building can be subdivided; 200+ parking spaces; 30 miles to Bradley Airport; Major renovations occurred during 1976-1979; located in East Holyoke Industrial Park

For Further Information Contact:

Mr. Fred Rosenkranz
The Morax Company
37 Appleton Street
Holyoke MA 01041
413/536-0257

Site Map Code Number: **37B** Map Name: Holyoke

Site Name:

Site Address: 37 Appleton Street

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land ____ Number of Parcels ____ Acreage ____

Space X Number of Buildings 1 Floor Space 176,000 Sq. Ft.

Zoning: General Industry

Site Availability: Sale X Lease X Other ____

Direct Rail Access: Yes x No ____ Rail Siding: Yes X No ____

Number of Loading Docks: Rail 0 Truck 2

Distance to Nearest Major Highways: 1 Mile to Route 391; 2 Miles to I-91; 5 Miles to I-90

Utilities Available on Site:

Water: Yes X No ____ Electric: Yes X No ____

Sewer: Yes X No ____ Gas: Yes X No ____

Physical Limitations:

Other Comments: Rail siding enters building; over 30 cranes available; 21,000 sq. ft. of office space; modernized computer room; 200+ parking spaces; major renovations during 1981; 30 miles to Bradley Airport; located in East Holyoke Industrial Park.

For Further Information Contact:

Mr. Fred Rosenkranz
Morax Company
37 Appleton Street
Holyoke MA 01041
413/536-0257

Site Map Code Number: **37C** Map Name: Holyoke

Site Name:

Site Address: 37 Appleton Street

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land ____ Number of Parcels ____ Acreage ____

Space X Number of Buildings 1 Floor Space 146,000 Sq. Ft.

Zoning: General Industry

Site Availability: Sale X Lease X Other ____

Direct Rail Access: Yes X No ____ Rail Siding: Yes ____ No X

Number of Loading Docks: Rail 0 Truck 1 tailboard; 3 drive-in

Distance to Nearest Major Highways: 1 mile to Route 391; 2 miles to I-91; 5 miles to I-90

Utilities Available on Site:

Water: Yes X No ____ Electric: Yes X No ____

Sewer: Yes X No ____ Gas: Yes X No ____

Physical Limitations:

Other Comments: Over 40 cranes available; building in excellent condition and can be subdivided; 30 miles to Bradley International Airport. Located in East Holyoke Industrial Park.

For Further Information Contact:

Mr. Fred Rosenkranz
Morax Company
37 Appleton Street
Holyoke MA 01041
413/536-0257

Site Map Code Number: 38 Map Name: Holyoke

Site Name: Linweave Complex

Site Address: 10 Linweave Drive

City/Town: Holyoke MA

County: Hampden

DESCRIPTION:

Land ____ Number of Parcels ____ Acreage ____

Space X Number of Buildings 1 Floor Space Total: 100,000 Sq. Ft.

Zoning: General Industry

Site Availability: Sale ____ Lease X Other ____

Direct Rail Access: Yes X No ____ Rail Siding: Yes ____ No X

Number of Loading Docks: Rail ____ Truck ____

Distance to Nearest Major Highways: 1-1/2 miles to Route 391; 2 miles to I-91; 5 miles to I-90

Utilities Available on Site:

Water: Yes X No ____ Electric: Yes X No ____

Sewer: Yes X No ____ Gas: Yes X No ____

Physical Limitations: Old, multi-story, multi-building complex; limited to some manufacturing uses.

Other Comments: Steam available; ample parking; located between canal and river. Suitable for light manufacturing or storage.

Available space in areas at 10,000-30,000 sq. ft. each.

For Further Information Contact:
Mr. Cliff Childs
Linweave Company
10 Linweave Drive
Holyoke, MA 01040
413/536-6410

Site Map Code Number: 39 Map Name: Holyoke

Site Name: Valley Paper Building

Site Address: Water Street

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land ____ Number of Parcels ____ Acreage ____

Space X Number of Buildings 1 Floor Space 230,000 sq. ft.

Zoning: General Industry

Site Availability: Sale X Lease ____ Other ____

Direct Rail Access: Yes X No ____ Rail Siding: Yes X No ____

Number of Loading Docks: Rail 1 Truck 2

Distance to Nearest Major Highways: 1 ½ miles to Route 391; 2 miles to I-91; 5 miles to I-90

Utilities Available on Site:

Water: Yes X No ____ Electric: Yes X No ____

Sewer: Yes X No ____ Gas: Yes X No ____

Physical Limitations: ____

Other Comments: Steam available; two freight elevators; approximately 40 parking spaces; needs major rehabilitation including plumbing, electric, heat distribution and roof. City is presently conducting a rehabilitation feasibility study.

For Further Information Contact:
Mr. Bob Bateman
Office of Industrial Affairs
101 City Hall Annex
Holyoke, MA 01040
413/538-7555

Site Map Code Number: 40 Map Name: Holyoke

Site Name: I. Greenberg Building

Site Address: Lyman & Front Streets

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land 1 Number of Parcels ? Acreage ?

Space 1 Number of Buildings 1 Floor Space ?

Zoning: Industrial

Site Availability: Sale X Lease ____ Other ____

Direct Rail Access: Yes X No ____ Rail Siding: Yes X No ____

Number of Loading Docks: Rail ____ Truck ____

Distance to Nearest Major Highways: 2 miles to I-91; 1 mile to I-391

Utilities Available on Site:

Water: Yes X No ____ Electric: Yes X No ____

Sewer: Yes X No ____ Gas: Yes X No ____

Physical Limitations: ____

Other Comments: ____

For Further Information Contact:
Mr. Sherman Greenberg
I Greenberg Company
72 Front St.
Holyoke, MA 01040
143/536-0010

Site Map Code Number: 41 Map Name: Holyoke

Site Name: ____

Site Address: Bond & Appleton Street

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land X Number of Parcels 1 Acreage .75

Space ____ Number of Buildings ____ Floor Space ____

Zoning: General Industry

Site Availability: Sale X Lease X Other ____

Direct Rail Access: Yes X No ____ Rail Siding: Yes X No ____

Number of Loading Docks: Rail ____ Truck ____

Distance to Nearest Major Highways: 1 miles to Route 391; 2 miles to I-91; 5 miles to I-90

Utilities Available on Site:

Water: Yes X No ____ Electric: Yes X No ____

Sewer: Yes X No ____ Gas: Yes X No ____

Physical Limitations: ____

Other Comments: Canal access; vacant land; will build to suit.

For Further Information Contact:
Samuel or Burton Resnic
302 High Street
Holyoke, MA 01040
413/536-0653

Site Map Code Number: 42 Map Name: Holyoke

Site Name: ______

Site Address: Appleton Street

City/Town: Holyoke, MA

County: Hampden

DESCRIPTION:

Land ______ Number of Parcels ______ Acreage ______

Space X Number of Buildings 1 Floor Space 22,000 Sq. Ft.

Zoning: General Industry

Site Availability: Sale ______ Lease X Other ______

Direct Rail Access: Yes ______ No X Rail Siding: Yes ______ No X

Number of Loading Docks: Rail 0 Truck 1

Distance to Nearest Major Highways: 1 mile to Route 391; 2 miles to I-91; 5 miles to I-90

Utilities Available on Site:

Water: Yes X No ______ Electric: Yes X No ______

Sewer: Yes X No ______ Gas: Yes X No ______

Physical Limitations: ______

Other Comments: Improved urban land located in urban industrial core.

For Further Information Contact:

Mr. Herbert Berezin
667 Main Street
Holyoke, MA 01040
413/532-9428